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(54) **METHOD AND SYSTEM FOR SERVICING
HIGH VOLTAGE BATTERY PACKS**

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USPC 320/135; 324/427
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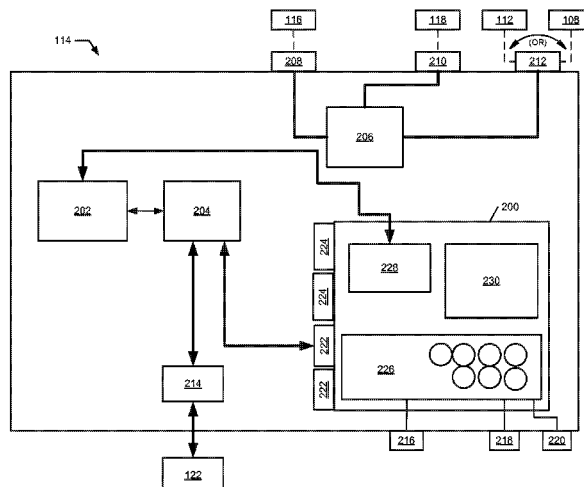
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(57) **ABSTRACT**

A system and method for providing energy management and maintenance of a high energy battery pack that does not require installation of the battery pack into an operational EV. A battery service unit has multiple access mechanisms to charge or discharge a high energy battery pack through a primary or secondary high voltage port of the pack, irrespective of whether the battery pack is installed into an operating environment by adding a capability of providing a signature duplicating installation of the pack in the operating environment when necessary.

12 Claims, 6 Drawing Sheets



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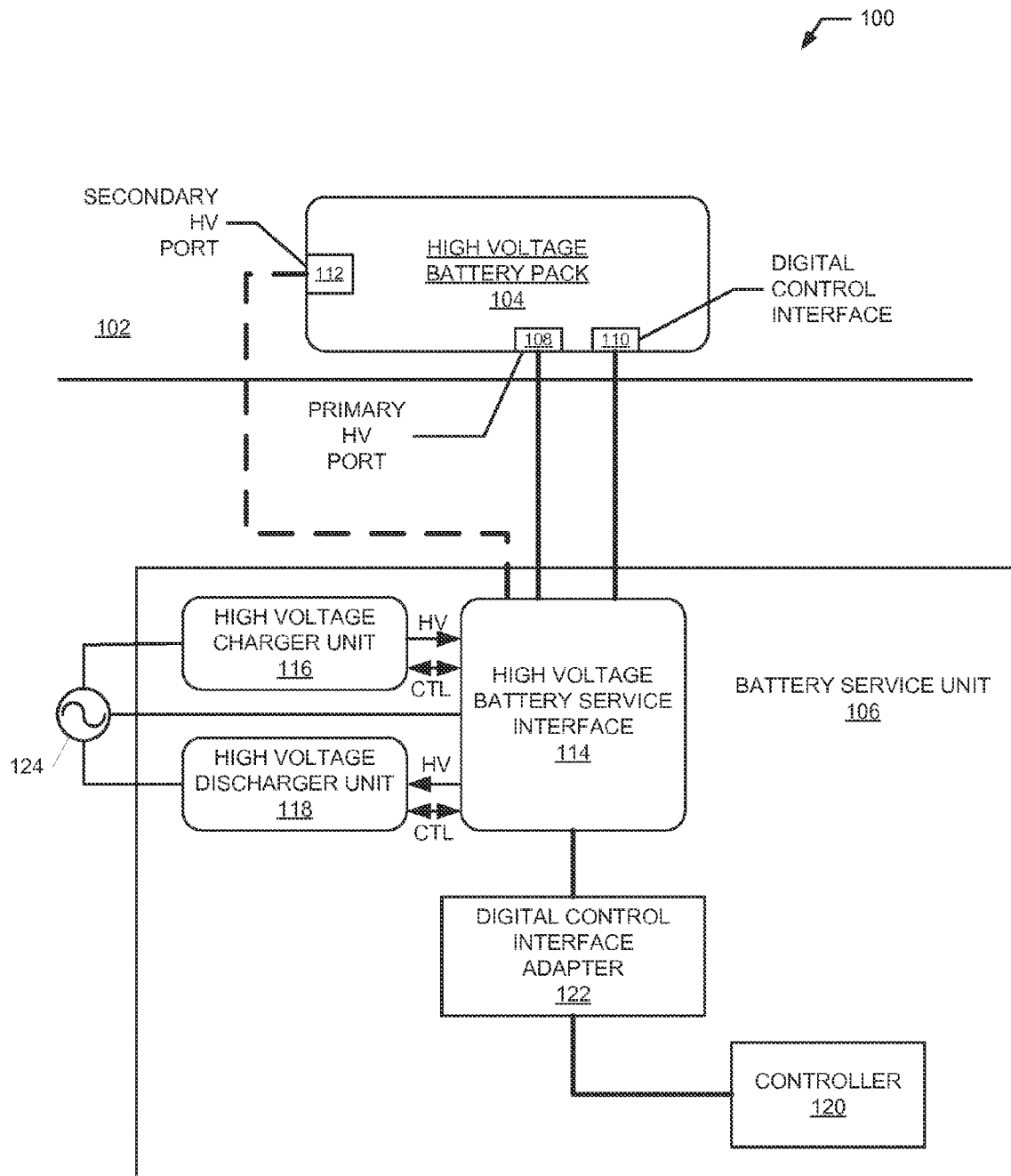
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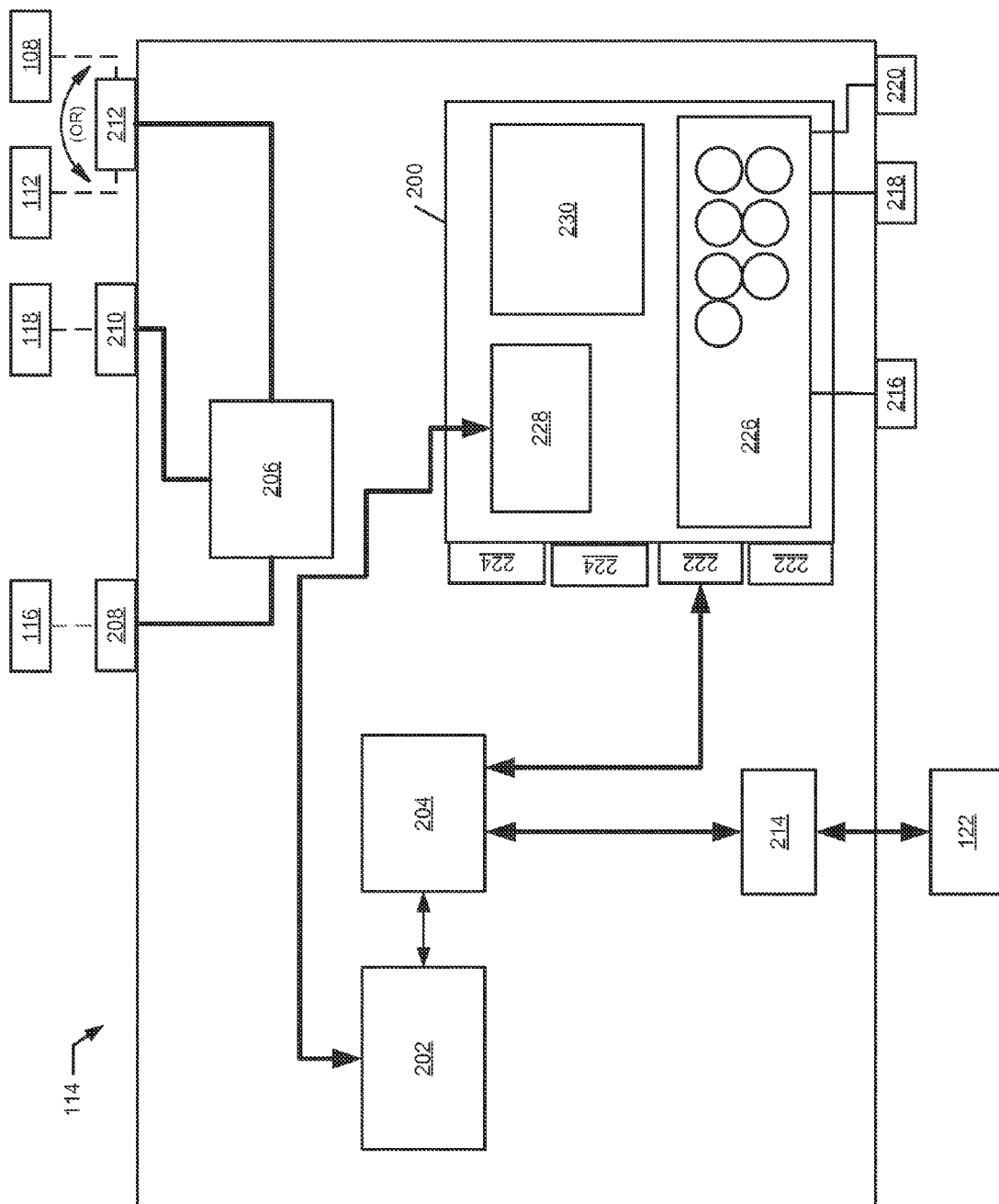
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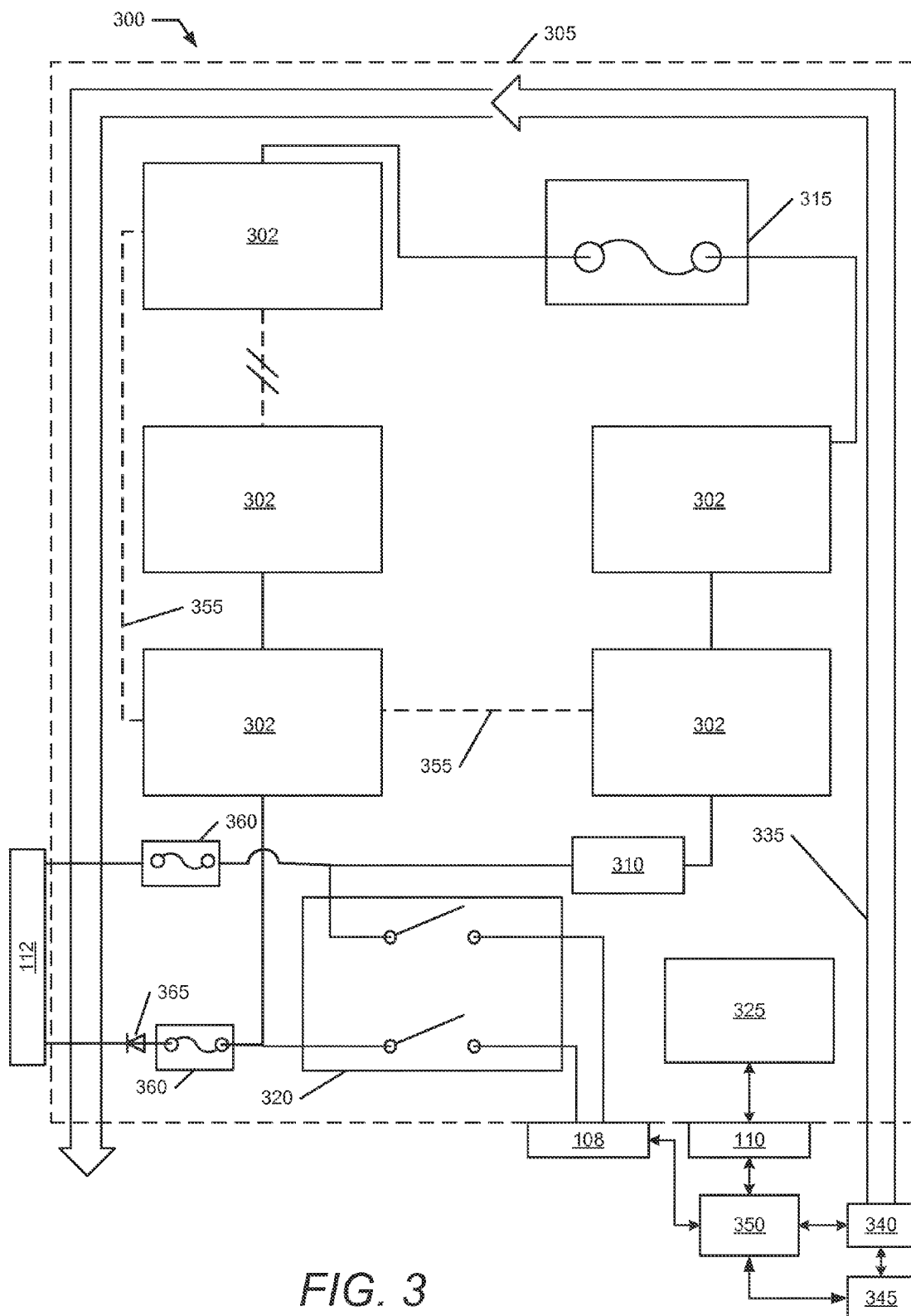
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**FIG. 1**

FIG. 2^x



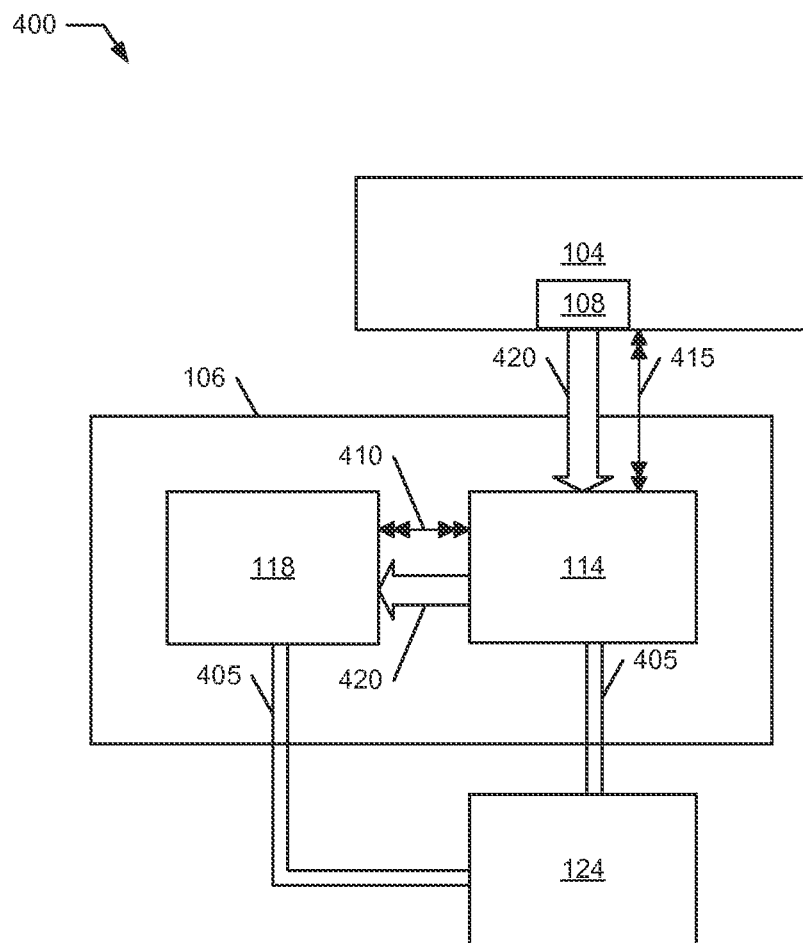


FIG. 4

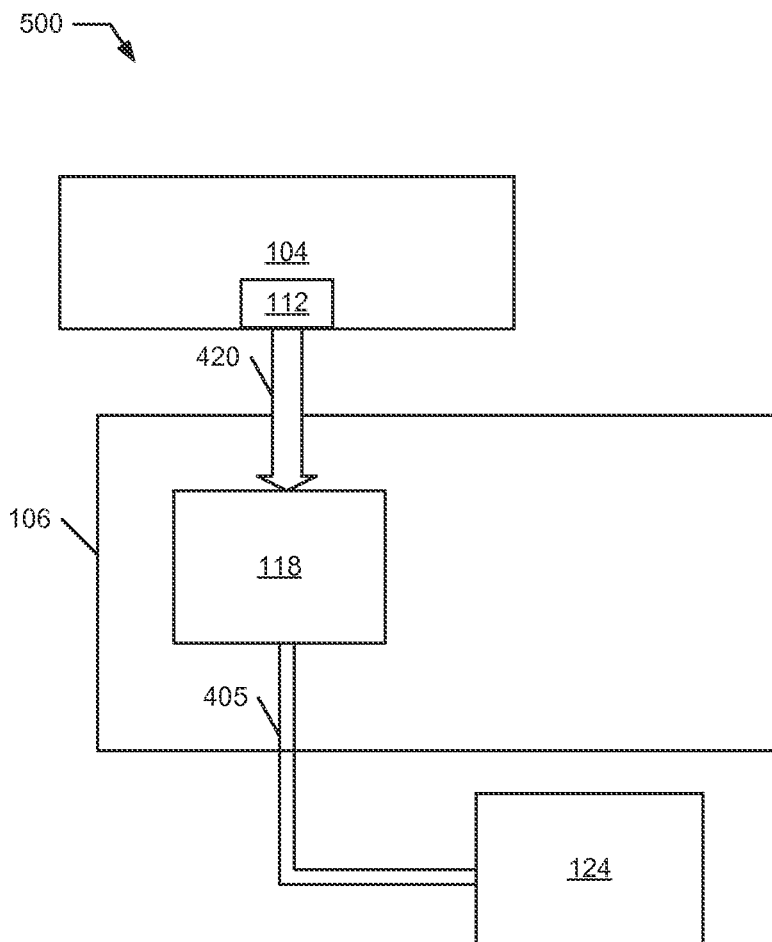
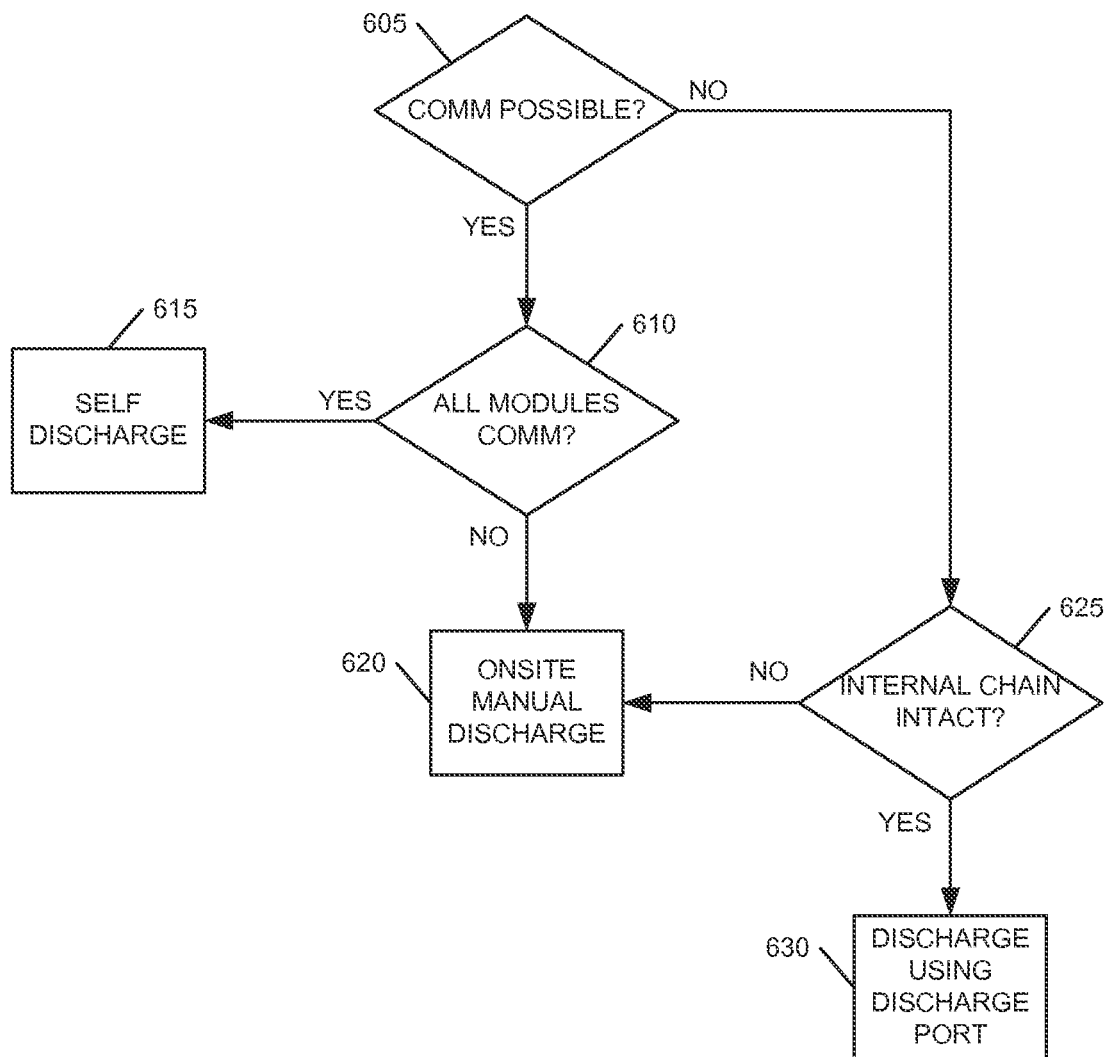


FIG. 5

*FIG. 6*

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METHOD AND SYSTEM FOR SERVICING HIGH VOLTAGE BATTERY PACKS

CROSS REFERENCE TO RELATED APPLICATIONS

This application claims benefit of U.S. Patent Application No. 61/649,293 filed 19 May 2012, the contents of which are expressly incorporated in their entirety by reference thereto for all purposes. This application is related to U.S. patent application Ser. No. 13/784,458 entitled "SECONDARY SERVICE PORT FOR HIGH VOLTAGE BATTERY PACK" filed concurrently herewith and is related to U.S. patent application Ser. No. 13/784,542 entitled "SELF-DISCHARGE OF HIGH VOLTAGE BATTERY PACKS" filed concurrently herewith, the contents of both are hereby expressly incorporated in their entirety by reference thereto for all purposes. This application also claims benefit of U.S. Patent Application No. 61/662,913 filed 21 Jun. 2012.

FIELD OF THE INVENTION

The present invention relates generally to charging and discharging energy storage systems, and more specifically, but not exclusively, to energy maintenance and management of high voltage battery packs useable in electric vehicles (EV).

BACKGROUND OF THE INVENTION

The subject matter discussed in the background section should not be assumed to be prior art merely as a result of its mention in the background section. Similarly, a problem mentioned in the background section or associated with the subject matter of the background section should not be assumed to have been previously recognized in the prior art. The subject matter in the background section merely represents different approaches, which in and of themselves may also be inventions.

Battery packs used with electric vehicles store large amounts of energy in a small space, producing high energy densities. These battery packs include an external housing that is designed for more than just environmental protection and packaging efficiency. The housing also enhances safety and stability, particularly under a range of anticipated abnormal operating conditions.

Due to the high energy densities involved, it is known to provide internal safety mechanisms to help ensure that stored energy is controllably released under a narrow set of circumstances. These safety mechanisms interact with mechanical and electrical interfaces provided by an operational vehicle to enable energy charging and discharging.

There are a wide range of situations where energy maintenance and management of a battery pack is needed, and not all of these include situations where the battery pack is installed in a vehicle or a vehicle known to be 100% operational. Some of these situations include storage, transport, and recycling of a high energy battery pack where the battery back is not installed in an EV. Other situations include operations on a battery pack that is installed in an EV, but the circumstances indicate that operation of the EV, or a subsystem thereof, may be degraded. Degradation may occur from collisions or acts of nature and could compromise a safety system of the battery pack. Even when the safety system is not actually compromised, the state of the vehicle or its environment or status may indicate that there is a risk that the safety system has been compromised. In

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those situations, it may not be reasonable to expect that the vehicle may be available to provide the necessary interface and safety structures. Of course, there are also situations where maintenance and management operations are needed with respect to a fully functional EV and battery pack.

Maintenance and management operations include charging and discharging a battery pack safely to desired state of charge (SOC) levels. Depending upon the situation, the desired SOC level could require a discharging or a charging operation. Under some circumstances, it is necessary or desirable to perform the operation without benefit of the battery pack being installed into an EV, nor is it always economical or possible in every case to provide an operational EV into which the candidate battery pack may be installed.

What is needed is an apparatus and method for providing energy management and maintenance of a high energy battery pack that does not require installation of the battery pack into an operational EV.

BRIEF SUMMARY OF THE INVENTION

Disclosed is a system and method for providing energy management and maintenance of a high energy battery pack that does not require installation of the battery pack into an operational EV. A battery service unit has multiple access mechanisms to charge or discharge a high energy battery pack through a primary or secondary high voltage port of the pack, irrespective of whether the battery pack is installed into an operating environment by adding a capability of providing a signature duplicating installation of the pack in the operating environment when necessary.

The following summary of the invention is provided to facilitate an understanding of some of technical features related to energy management and maintenance of a high energy battery pack, and is not intended to be a full description of the present invention. A full appreciation of the various aspects of the invention can be gained by taking the entire specification, claims, drawings, and abstract as a whole. The present invention is applicable to other uses of high energy battery packs in addition to their use in EVs, to other types of energy storage devices in addition to battery cells, and to other cell chemistries in addition to Lithium-ion chemistries.

A battery service unit includes independently powered charger and discharger components that automatically set desired SOC levels for a high voltage battery back, and an operating environment simulator that duplicates an operating environment of the battery pack to enable operation of the battery pack outside the operating environment.

A battery service unit for state-of-charge (SOC) maintenance and management of an energy storage system (ESS) configured for installation in an operating environment, including: a primary connection system interfacing with the ESS; a high voltage battery service interface coupled to the primary connection system, the high voltage battery service interface including a discharge port; a high voltage discharger unit coupled to the discharge port, the high voltage discharger unit configured to dissipate energy from the ESS transferred through the primary connection system; and a controller, coupled to the high voltage battery service interface, selectively dissipating energy from the ESS using the high voltage discharger unit to automatically set an SOC level for the ESS to a predetermined SOC level when the SOC level for the ESS exceeds the predetermined SOC level.

A method for state-of-charge (SOC) maintenance and management of an energy storage system (ESS) configured for installation in an operating environment, including: a) selecting a desired SOC level for the ESS; b) transferring energy between the ESS and an external high voltage service unit through a primary connection system of the operating environment; and c) dissipating selectively the energy transferred between the ESS and the external high voltage service unit through the primary connection system using the high voltage service unit to automatically set an SOC level for the ESS to the desired SOC level when the SOC level for the ESS exceeds the desired SOC level.

A method for state-of-charge (SOC) maintenance and management of an energy storage system (ESS) installed in an operating environment, including: a) selecting a desired SOC level for the ESS; b) testing the operating environment for a non-compromised operation using an external service unit coupled to the operating environment using a primary connection system, the primary connection system including a control interface; and c) dissipating selectively, responsive to a discharge command provided from the external service unit, energy stored in the ESS using the operating environment to automatically set an SOC level for the ESS to the desired SOC level when the SOC level for the ESS exceeds the desired SOC level and when the operating environment includes the non-compromised operation.

A battery service unit for service of high voltage batteries used in electric vehicles, including: a vehicle signature simulation circuitry that provides an electrical characteristic of a vehicle causing a battery management system in a battery pack to provide high voltage access to batteries in the battery pack and low voltage communication access to the battery management system; a battery service communication interface that communicates with the battery management system over the low voltage communication access when charging and discharging the battery pack; and a primary charging port connection with the battery pack used to charge and discharge the battery pack when the battery service unit determines that the battery pack and battery management system are functioning properly, wherein the battery management system facilitates the charging and discharging from the battery service unit; and a secondary charging port connection with the battery pack used to charge and discharge the battery pack directly without intervention from the battery management system when the battery service unit determines at least one of the battery pack and the battery management system is not functioning properly.

Embodiments include a method and system for charging and discharging high voltage battery packs when the supporting operating environment (e.g., an EV) is not operational and it is not known whether the battery pack is operating properly or has been compromised due to external damage, internal failure of batteries or other similar situations.

Any of the embodiments described herein may be used alone or together with one another in any combination. Inventions encompassed within this specification may also include embodiments that are only partially mentioned or alluded to or are not mentioned or alluded to at all in this brief summary or in the abstract. Although various embodiments of the invention may have been motivated by various deficiencies with the prior art, which may be discussed or alluded to in one or more places in the specification, the embodiments of the invention do not necessarily address any of these deficiencies. In other words, different embodiments of the invention may address different deficiencies that may

be discussed in the specification. Some embodiments may only partially address some deficiencies or just one deficiency that may be discussed in the specification, and some embodiments may not address any of these deficiencies.

Other features, benefits, and advantages of the present invention will be apparent upon a review of the present disclosure, including the specification, drawings, and claims.

BRIEF DESCRIPTION OF THE DRAWINGS

The accompanying figures, in which like reference numerals refer to identical or functionally-similar elements throughout the separate views and which are incorporated in and form a part of the specification, further illustrate the present invention and, together with the detailed description of the invention, serve to explain the principles of the present invention.

FIG. 1 is a block diagram illustrating schematically an electric vehicle having a high voltage battery pack coupled to a battery service unit in accordance with some embodiments of the present invention;

FIG. 2 is another block diagram illustrating schematically selected subcomponents in a high voltage battery service interface used in the battery service unit in accordance with some embodiments of the present invention;

FIG. 3 is a schematic design of a battery pack including a primary charge port and a secondary charge port used by the battery service unit in accordance with some embodiments of the present invention;

FIG. 4 illustrates an energy transfer for a high voltage energy pack **104** in an extra-operational environment **400** using the primary charging connector;

FIG. 5 illustrates an energy transfer for a high voltage energy pack **104** in an extra-operational environment **500** using the secondary charging connector;

FIG. 6 illustrates a flowchart of a discharge process **600** for a non-functional battery pack **104**.

DETAILED DESCRIPTION OF THE INVENTION

Embodiments of the present invention provide a system and method for providing energy management and maintenance of a high energy battery pack that does not require installation of the battery pack into an operational EV. The following description is presented to enable one of ordinary skill in the art to make and use the invention and is provided in the context of a patent application and its requirements.

In the following detailed description, for purposes of explanation, numerous specific details are set forth to provide a thorough understanding of the various embodiments of the present invention. Those of ordinary skill in the art will realize that these various embodiments of the present invention are illustrative only and are not intended to be limiting in any way. Other embodiments of the present invention will readily suggest themselves to such skilled persons having the benefit of this disclosure.

In addition, for clarity purposes, not all of the routine features of the embodiments described herein are shown or described. One of ordinary skill in the art would readily appreciate that in the development of any such actual implementation, numerous implementation-specific decisions may be required to achieve specific design objectives. These design objectives will vary from one implementation to another and from one developer to another. Moreover, it will be appreciated that such a development effort might be

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complex and time-consuming but would nevertheless be a routine engineering undertaking for those of ordinary skill in the art having the benefit of this disclosure.

A battery service unit capable of simulating an operating environment of a high-voltage battery pack (e.g., simulating an EV) to enable charging and discharging of the battery pack has numerous advantages. When the battery pack is not installed in the operating environment, installed in the operating environment under circumstances in which the operating environment may be degraded and possibly unreliable, or installed in an uncompromised environment, the battery service unit enables predictable and safe management and maintenance operations of the SOC.

Rechargeable battery packs require management and maintenance to set desired SOC levels. What the precise SOC level is depends upon the construction and nature of the energy storage elements making up the battery pack (e.g., type(s) of cell chemistry used in battery cells) and what operation the battery pack is expected to perform. For high-voltage battery packs that are assembled from tens, hundreds, and sometimes thousands of Lithium-ion energy storage elements arranged in parallel/series combinations, there are SOC levels and ranges that are optimum for various operations. In some cases, optimum SOC levels are set to minimally impact battery pack life expectancy. In some cases, an optimum SOC level is set to minimize risk of injury to persons and property in the vicinity of a battery pack and persons servicing the battery pack.

Embodiments of the present invention provide a single battery service unit applicable to this wide range of possible scenarios. Other embodiments could be specialized for a limited set of scenarios, and sometimes a single scenario. These scenarios include discharging/charging the battery pack in anticipation of: 1) storage; 2) transportation; 3) recycling; and 4) service. Storage ideally sets the SOC appropriate for maximizing life expectancy. During storage, a battery pack will lose charge and periodically the battery pack will need to be charged to maintain the SOC at the desired level. There are safety guidelines and legal requirements for transportation of a battery pack and the battery service unit is used to set the SOC appropriate for transport. Prior to recycling, it is desirable to remove as much energy as possible from the battery pack. The service scenario includes many different situations, including: a) servicing of the battery pack outside of its operating environment, b) servicing of the battery pack when installed in an operating environment that may be compromised due to an event that has or had the potential to induce damage to the battery pack where the battery pack or the supporting operating environment may be partially or wholly inoperative, and c) servicing of the battery pack in an intact and functioning operating environment.

When the operating environment includes an intact and functional EV, the battery service unit is able to leverage existing hardware/software infrastructure, such as a battery management system, to safely diagnose the state of a vehicle and then proceed to charge or discharge the battery pack as deemed appropriate under the circumstances. In the event the electric vehicle has been in a collision or subjected to other potentially damaging event (e.g., flooding), the battery service unit is used by a responder or other service professional to safely discharge the battery pack. Use of the battery service unit places the battery pack in a safer state allowing the vehicle to be moved or repaired with decreased risk.

Additionally, some embodiments of the battery service unit may also be used by service professionals to provide routine services related to maintenance and management of

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the EV. The battery service unit may include programmatic steps that guide the service professional through various functions for ensuring the battery pack is charged to proper levels and the battery management system is working correctly.

In the discussion herein, embodiments of the present invention are described as determining a desired SOC level and automatically setting an SOC level of an energy storage system to the desired SOC level. In some scenarios, the embodiments rely on an operating environment of the energy storage system to provide the current SOC information, and in other instances an external service unit determines (through measurement, calculation, or estimation) the current SOC level. Some embodiments transfer energy with respect to the ESS to automatically set the actual SOC level to the desired SOC level within a predetermined threshold.

The following discussion also includes reference to high voltage and high energy. In the context of the present invention, high voltage is a voltage exceeding 40 V. High energy in this context includes battery packs storing 10 kWh or more, though other embodiments may define high energy with a different energy capacity or capacity threshold.

FIG. 1 illustrates schematically an operating environment **100** including an electric vehicle (EV) **102** having a high-voltage battery pack **104** coupled to a battery service unit **106**. Operating environment **100** is relevant to scenarios including fully intact EV **102** as well as situations in which EV **102** may be partially or wholly compromised. EV **102** includes a primary high-voltage (HV) port **108** for energy transfer and an associated digital control interface **110** as well-known. Primary HV port **108** provides a standard electromechanical interface for safely transferring charging energy from a charging station to battery pack **104**. Associated with primary HV port **108** is digital control interface **110** for use by the charging station to monitor and control charging. Battery service unit **106** includes a complementary electromechanical interface to access battery pack **104** through primary HV port **108** and digital control interface when they are available and operational.

EV **102** further includes a secondary HV port **112** for direct management and maintenance access to battery pack **104**. There are many possible implementations for the electromechanical interface of secondary HV port **112** and its interaction with battery pack **104**. Some of the interface components and interactions are described herein. The discussion herein including the description of FIG. 3 provides further details of a representative secondary HV port **112**.

Battery service unit **106** includes a high-voltage battery service interface **114** coupled to a high-voltage charger unit **116** through a high-voltage connection (HV) and control line (CTL) such as RS-232 communication protocol. In addition, battery service unit **106** further is coupled to a high-voltage discharger unit **118** also through a high-voltage (HV) connection and another control line (CTL) such as a digital communication interface like CAN-IO (Controller Area Network Input/Output), widely used in the automotive industry. An optional controller **120** (e.g., a computer or the like) interacts with battery service interface **114** using a digital control interface adapter **122** that also may produce signals compatible with CAN-IO. Instructions executing on controller **120** oversee operation of high-voltage battery pack **104** as well as charger unit **116** and discharger unit **118**, as appropriate. Controller **120** may be integrated into battery service unit **106** in addition to implementations including an external element. Battery service unit **106** may include interface elements providing some control capability of

battery service interface **114**, charger unit **116**, and discharger unit **118** independent of controller **120**.

Charger unit **116** operates as a conventional charger appropriate for battery pack **104**. Embodiments of the present invention provide a maximum charging rate of 1 kW, though other implementations may provide other charging rates. Discharger unit **118** includes energy dissipative and/or transformative elements (e.g., resistors) that absorb energy discharging from battery pack **104** using battery service unit **106** without damage or risk of injury. Embodiments of the present invention provide a maximum discharging rate of 10 kW, though other implementations may provide other discharging rates.

In the embodiment of FIG. 1, battery service unit **106** receives operational power from a power source **124**. Power source **124** includes AC line power (e.g., grid or generator power) and DC battery power to power and control battery service unit **106**. Battery service unit **106** is designed to support the wide range of scenarios and situations described herein and as such, some of those situations do not include predictable and easy access to stored energy of battery pack **104** (assuming that there is sufficient energy stored in the battery pack). To ensure that battery service unit **106** is useable in any context, it includes its own power source. In some implementations, battery service unit **106** may be powered, or charged, in whole or part by energy from battery pack **104**.

An embodiment of battery service unit **106** includes: 1) a discharger (a fixed resistive load bank or an electronic load); 2) a variable voltage constant current or constant voltage power supply; 3) a controller; 4) a drive Inverter Simulator (e.g., capacitor); 5) an active discharge circuit for onboard capacitors—a. has redundant circuits for safety and reliability and b. automatically triggered via E-Stop, or when any HV cable is disconnected; 6) a passive discharge circuit for onboard capacitors; 7) a current sensor; 8) a method to protect contactors from opening under load; 9) a user configurable SOC (state-of-charge); 10) a method to conduct a Capacity Test; 11) a method to charge or discharge a battery to an appropriate level per regulatory shipping requirements; 12) an over voltage protection; 13) an under voltage (over discharge) protection; 14) an over temperature protection; 15) a voltage measurement display; and 16) status LED indicators.

Other features of selected embodiments of the present invention include: 1) a configurable HV bus capacitance (allows the battery service unit to work with batteries from a variety of powertrains); 2) a configurable low-voltage input board—a. low voltage signals vary from product to product: different connectors, different voltages, different expected resistances, by having a configurable and expandable low voltage input to the battery service unit it is capable of handling multiple products with only a different cable attachment; 3) all relays, sensors, and internal devices controlled over CAN (allows easy communication from one device to the next as the CAN messages are changed as necessary); 4) may be implemented as a mobile product, to allow deployment at vehicle service centers or roadside assistance (post vehicle crash event for example) or throughout a storage facility and the like; 5) a configurable voltage range to work across battery product lines; and 6) implemented as a module discharge system to work across battery product lines.

A general description of operation includes battery service unit **106** coupling to battery pack **104** (whether installed or

non-installed in an operating environment) and auto-charging/discharging battery pack **104** to a predefined user determined SOC level.

In FIG. 1, the embodiment is illustrated as having direct functional connections between HV battery pack **104** and battery service unit **106**. In various implementations, there may be one or more wiring harnesses and connectors (for example, at the signal/mechanical interfaces of EV **102**).

FIG. 2 illustrates schematically selected subcomponents of high-voltage battery service interface **114** illustrated in FIG. 1. High-voltage battery service interface **114** includes a high-voltage battery service communications interface **200**, a digital control signaling module **202**, a digital control interface switch **204**, a set of high-voltage terminals **206**, and various interconnects to other systems including a high-voltage power supply connector **208**, a high-voltage load bank connector **210**, a high-voltage primary/secondary HV port connector **212** for connection to high-voltage battery pack **104**, a digital I/O module **214** for connection to adapter **122** (e.g., a dongle), and a digital control interface port **216**. The connection to the personal computer uses digital I/O module **214** having a USB (universal serial bus) connection to controller **120** and a digital I/O connection to high-voltage battery service communications interface **200** compatible with the CAN-IO standard or similar protocol. High-voltage battery service interface **114** includes a digital control interface port **216**, an emergency shut-off switch **218**, and an on-off switch **220**, as well as one or more internal digital I/O connectors **222** and one or more external digital I/O connectors **224**.

Interface **200** further includes an operating environment simulator **226**, a set of charge/discharge relays **228**, and a high-voltage discharge logic and load **230**. Simulator **226** is implementation specific and includes a combination of components that create an electrical characteristic composite or “signature” matching the intended operating environment of battery pack **104**, such as an EV. Simulator **226** mimics the operating environment and provides battery pack **104** with the necessary interface elements (e.g., electrical signals and loads) to enable battery pack **104** to transition into an operational mode. For example, battery pack **104** commonly includes internal contactors that must be powered and set into a particular configuration before battery pack **104** may transfer energy. Simulator **226** enables battery service unit **106** to operate such high-voltage contactors so charging or discharging may be possible. In some embodiments, simulator **226** includes various capacitors and/or inductors matching the impedance of the operating environment and, when combined with predetermined resistors within battery pack **104**, producing time constants that may be identified with a particular vehicle. Battery pack **104** is receptive to receiving various commands once it is in the operational mode. In the implementation illustrated in FIG. 2, simulator **226** is capable of being reconfigured to simulate different operating environments.

In operation, high-voltage battery service communications interface **200** receives low-voltage inputs from battery pack **104** over digital control interface port **216** once communication is established. In some embodiments, controller **120** may send digital commands over digital control interface switch **204** and to digital control signaling module **202** to toggle status in the battery pack indicating the car is in a specific state (e.g., a “DRIVE” state), without regard to whether the operating environment is currently able to support the specific state. Charging battery pack **104** may be achieved by enabling connectors to high-voltage power supply connector **208** while discharging may occur through

enabling connectors to high-voltage load bank connector 210, typically one or several banks of resistors maintained in a separate enclosure along with fans or other heat dissipation subcomponents.

FIG. 3 illustrates a schematic design for a battery pack including a primary HV port and a secondary HV port used by the battery service unit in accordance with some embodiments of the present invention. FIG. 3 illustrates a battery pack 300 including a plurality of electrically-serially-coupled battery modules 302 contained within a high-voltage battery enclosure 305. Battery pack 300 further includes a current sensor 310, a fuse 315, a set of contactors 320, a battery management system (BMS) 325, a primary power connector (e.g., primary HV port 108), a control interface (e.g., digital control interface 110) and secondary power connector (e.g., secondary HV port 112). Enclosure 305 typically provides a structural/environmental container (sometimes hermetically closed or semi-sealed) for battery pack 300 components. Battery pack 300 often includes a coolant distribution system (generically represented by coolant loop 335 and pump 340) isolated and insulated from the battery pack 300 components and configured to control their temperature. As will be further described herein, pump 340 (or other coolant controller) is preferably powered by energy from an auxiliary energy storage system 345 (typically a 12V battery) different from battery pack 300. Interrupting available energy from battery pack 300 would interrupt coolant flowing in coolant loop 335 without use of auxiliary energy storage system 345. For ease in explanation, a discrete controller 350 is also shown for interfacing with BMS 325, pump 340, and auxiliary energy storage system 345 to control the detection and response modalities of the preferred embodiments. Controller 350 may be integrated into other control functions in some embodiments.

Battery pack 300 may include any number of modules 302 different from the five shown in FIG. 3. Modules 302 are serially-coupled inside enclosure 305 with a series path shown in solid lines. In series with serially-coupled modules 302 is current sensor 310, fuse 315, and contactors 320. Current sensor 310 measures series current in battery pack 300. When battery pack 300 is working properly, all modules 302 exhibit the same current and current sensor 310 indicates this value. Fuse 315 is disposed in this series path and is designed to protect against over current conditions.

Contactors 320 are switching systems for selectively communicating modules 302 to an external load through the primary power connector. Battery management system (BMS) 325 controls contactors 320 and includes controllers and sensors for measuring and determining desired parameters (e.g., operating and SOC characteristics and the like) of battery pack 300. As previously mentioned, BMS 325 will generally close contactors 320 when battery service unit 106 provides a proper electrical signature of an appropriate operating environment. The provision of the signature causes the BMS 325 to operate as if battery pack 300 is actually installed in a valid and intact operating environment. The secondary power connector, optionally also coupled to the "cell side" of contactors 320, are used as an alternative energy access port (e.g., the secondary HV port/service port described herein). In some embodiments, the secondary power connector is used to provide a service access port for direct charging and/or discharging operations of battery pack 300 such as when some or all portions of the battery pack 300 are compromised and/or when BMS 325 also is not operable and cannot close contactors 320.

Battery pack 300 further includes current protection devices 360 (e.g., fuses) limiting energy flow relative to the

secondary power connector 332. Some embodiments further include a diode 365 or the like to limit energy flow in one direction, such as ensuring that the alternative energy access port may be used for one of charging or discharging only.

While great care is used in designing, manufacturing, and testing battery pack 300, sometimes it is the case that an internal short 355 may develop among one or more of the series elements. In some cases, these shorts may be the result of a vehicle being in a collision, a catastrophic event (natural or man-made), or general wear or failure. Representative internal shorts 355 are shown in dashed lines in FIG. 3, but it is understood that internal shorts may develop elsewhere, including internal shorts contained within a series stackup of module 302. One or more of the implicated series elements sourcing current through internal short 355 contribute current through the intended series path as well as through internal short 355. These series elements can thus begin to exhibit sustained high levels of current that may lead to component over-temperature, failure, and sometimes a hazard. This is sometimes further complicated as the object(s) which formed all or part of the short circuit may also create dangerous heat/temperatures.

Internal short 355 may occur between adjacent high voltage (HV) chain components at different potentials or through the conductive, isolated enclosure in the case that isolation is lost at two or more points, or through another medium, such as a conductive fluid such as salt water, water, water/glycol mixtures, and the like. An impedance of internal short 355 and a number of series elements affected by internal short 355 determines the short current. In some cases internal short 355 may be intermittent. Internal short 355 will have a heat capacity that also helps determine whether internal short 355 will change its impedance (for example, become open circuit) as internal short 355 dissipates power. In some embodiments, BMS 325 reports these conditions to battery service unit 106 allowing it to determine how to charge or discharge the battery pack 300.

When BMS 325 and battery pack 300 are intact and operating properly, battery service unit 106 connects through the primary power connector. This is advantageous as battery service unit 106 is able to mimic the vehicle's operation in the specific state and utilize BMS 325 to open and close contactors 320 in a safe manner minimizing wear and tear on the battery pack and its components. Other control and safety measures available to the vehicle remain available in this mode of operation.

When BMS 325 and/or battery pack 300 exhibit one or several faults or failures, battery service unit 106 may instead engage connections through the secondary power connector thereby bypassing the controls of BMS 325. While this alternate approach may be necessary in an emergency situation such as a collision or other event, such discharging of the battery pack 300 through the secondary power connector may result in partial or severe damage to the underlying battery cells and interconnections.

FIG. 4 illustrates an energy transfer for a high-voltage battery pack 104 in an extra-operational environment 400 using the primary charging connector. In extra-operational environment 400, battery pack 104 is not installed in its operating environment. Battery service unit 106 is used to automatically set a desired SOC level for battery pack 104. In some embodiments, battery service unit 106 includes preselected scenarios (e.g., storage, ground transportation, air transportation, recycling, emergency discharge, and the like), each having a predetermined associated SOC level. An operator choosing one of the preselected scenarios causes

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battery service unit **106** to automatically charge/discharge battery pack **104** to the predetermined SOC level associated with the selected scenario.

In FIG. 4, extra-operational environment **400** configures battery service unit **106** to discharge HV energy from battery pack **104**. Battery service unit **106** provides operational power (e.g., 120-230 VAC) from power source **124** to battery service interface **114** and to discharger unit **118** using power lines **405**. Battery service interface **114** issues a remote enable signal to discharger unit **118** using a remote enable signal line **410** and communicates with and controls battery pack **104** using a digital I/O line **415**. Depending upon battery pack **104** and the interface method, it may be further necessary for battery service unit **106** to provide simulation information to simulate an operating environment for battery pack **104** before it may be commanded and/or before an initiation of an energy transfer event. High-voltage lines **420** couple battery pack **104** to battery service unit **106** and internally couple battery service interface **114** to discharger unit **118**. Battery service unit **106** may charge HV energy into battery pack **104** by coupling charger unit **116** to battery service interface **114** and appropriately setting the control signals. In some cases a different mechanical interface (e.g., wiring harness) may be necessary to couple battery service unit **106** to battery pack **104** for charging.

FIG. 5 illustrates an energy transfer for a high-voltage battery pack **104** in an extra-operational environment **500** using the secondary charging connector. In extra-operational environment **500**, battery pack **104** is not installed in its operating environment. However the embodiment of FIG. 5 is also applicable to uses in which battery pack **104** is installed into its operating environment but for one reason or another (such as those described herein) the primary charging connector is not used. Battery service unit **106** is used to automatically set a desired SOC level for battery pack **104**. In some embodiments, battery service unit **106** includes preselected scenarios (e.g., storage, ground transportation, air transportation, recycling, emergency discharge, and the like), each having a predetermined associated SOC level. These SOC levels are set for controlled SOC charging/discharging with an expectation that battery pack **104** may be operational at conclusion of the charging/discharging event. An operator choosing one of the preselected scenarios causes battery service unit **106** to automatically charge/discharge battery pack **104** to the predetermined SOC level associated with the selected scenario, and when possible, doing so in a way that does not negatively affect future performance (e.g., lifetime). Operational environment **500** further supports an emergency discharge mode in which a primary goal is removal of stranded energy of battery pack **104**, sometimes as quickly as possible. Under this mode, risks of damage to battery pack **104** are increased. Some embodiments of the present invention provide more safety features for energy transfer using the primary port and more robust options for energy transfer using the secondary port.

In FIG. 5, extra-operational environment **500** configures battery service unit **106** to discharge HV energy from battery pack **104** directly through discharger unit **118** without simulation or communication with respect to the battery pack. Battery service unit **106** provides operational power (e.g., 120-230 VAC) from power source **124** to discharger unit **118** using power line **405**. High-voltage lines **420** couple battery pack **104** to battery service unit **106** and internally couple battery service interface **114** to discharger unit **118**. Battery service unit **106** may charge HV energy into battery pack **104** by coupling charger unit **116** to battery pack **104** using

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the secondary HV connector. In some cases a different mechanical interface (e.g., wiring harness) may be necessary to couple battery service unit **106** to battery pack **104** for charging.

The disclosed embodiments of battery service unit **106** anticipate a wider range of uses for discharging a battery pack **104**. These uses depend upon whether battery pack **104** and/or its operating environment is intact and operational. For a functional battery pack **104**, there are three discharge options: 1) use processes and devices of the operating environment to natively discharge energy which may be automatically commanded by battery service unit **106**; 2) battery service unit **106** discharges battery pack **104** as described in FIG. 4; and 3) battery service unit **106** commands battery pack **104** to self-discharge as described in the incorporated patent application. Options 1 and 2 are configured to have a preferred discharge rate of ~10 kW and a range of discharge rates 1-20 kW (vehicle or load bank) and option 3 has a preferred discharge rate of ~10 W and a range of discharge rates 5-50 kW. In option 1, the operating environment of an EV includes cabin temperature controls (e.g., heater, air conditioner with HVAC compressor), powertrain coolant system, and low voltage loads (e.g., headlights). One or more of these systems may be enabled and actuated by battery service unit **106** to have the operating environment discharge battery pack **104**. This is distinguished from option 3. In option 3 the discharging elements are contained within battery pack **104** while in option 1, the discharging elements are outside of battery pack **104** but within its operating environment. Option 2 provides the discharging elements outside of the operating environment. Some implementations may include a combination of options.

While specific details of preferred structures and methods for self-discharge are described in the incorporated self-discharge patent application, in general self-discharge refers to use of power dissipative elements of battery pack **104** to intentionally discharge energy and decrease availability for standard EV operation which is contrary to the typical systems which try to conserve/preserve energy for operational power uses. Battery pack **104** typically includes power conserving features and some embodiments of the present invention include an ability to override or limit the power-conserving features to dissipate power. In some cases the power dissipation is maximized and may compromise or damage battery pack **104** and in other cases the self-discharging power dissipation is maximized while also preserving future operation of battery pack **104**. The internal power dissipative elements include processors, transmitters, and other elements that can collectively dissipate significant power when operated in the non-power conserving modes. In some embodiments, for self-discharge of battery pack **104** or when the operating environment uses dissipative elements outside of battery pack **104**, the coolant system is enabled as heat is rejected into the circulating coolant to reduce risk of discharging events. In some situations, intentional shorts are created into the coolant in order to induce energy-consuming processes (e.g., hydrolysis).

For a non-functional battery pack **104**, there are also three discharge options: 1) battery service unit **106** discharges battery pack **104** as described in FIG. 5 with a preferred discharge rate of ~6 kW and a range of discharge rates 1-6 kW; 2) battery service unit **106** commands battery pack **104** to self-discharge as described in the incorporated patent application; and 3) service personnel travel to onsite of battery pack **104** to safely discharge it manually.

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FIG. 6 illustrates a flowchart of a discharge process 600 for a non-functional battery pack 104. Process 600 includes step 605-step 630. Process 600 begins at step 605 to test whether communication with BMS 325 is possible. When communication with BMS 325 is possible, process 600 next performs a test at step 610 to determine whether it is possible to communicate with all modules 302. When communication with all modules 302 is possible, process 600 commands battery pack 104 to perform a self-discharge option as described in option 2 above. When the test at step 610 determines it is not possible to communicate with all modules 302 (e.g., a module failure, wire damage, or the like), process 600 performs step 620 for an onsite manual discharge as described above in option 3. When the test at step 605 determines that it is not possible to communicate with BMS 325 (e.g., a failure of BMS 325 or a wire failure or the like), process 600 performs a test at step 625. The test at step 625 determines whether an internal high-voltage series module chain of modules 302 is intact. When the test at step 625 determines that the HV chain is intact, process 600 performs step 630 which uses battery service unit 106 to discharge battery pack 104 using the discharge port (e.g., the secondary port) as described above in option 1. When the test at step 625 determines that the HV chain is not intact (e.g., a fuse is blown or a cable is damaged, or the like), process 600 performs step 620 for an onsite manual discharge.

While examples and implementations have been described, they should not serve to limit any aspect of the present invention. Accordingly, implementations of the invention can be implemented in digital electronic circuitry, or in computer hardware, firmware, software, or in combinations thereof. Apparatus of the invention can be implemented in a computer program product tangibly embodied in a machine readable storage device for execution by a programmable processor; and method steps of the invention can be performed by a programmable processor executing a program of instructions to perform functions of the invention by operating on input data and generating output. The invention can be implemented advantageously in one or more computer programs that are executable on a programmable system including at least one programmable processor coupled to receive data and instructions from, and to transmit data and instructions to, a data storage system, at least one input device, and at least one output device. Each computer program can be implemented in a high level procedural or object oriented programming language, or in assembly or machine language if desired; and in any case, the language can be a compiled or interpreted language. Suitable processors include, by way of example, both general and special purpose microprocessors. Generally, a processor will receive instructions and data from a read only memory and/or a random access memory. Generally, a computer will include one or more mass storage devices for storing data files; such devices include magnetic disks, such as internal hard disks and removable disks; magneto optical disks; and optical disks. Storage devices suitable for tangibly embodying computer program instructions and data include all forms of non-volatile memory, including by way of example semiconductor memory devices, such as EPROM, EEPROM, and flash memory devices; magnetic disks such as internal hard disks and removable disks; magneto optical disks; and CD ROM disks. Any of the foregoing can be supplemented by, or incorporated in, ASICs.

The system and methods above has been described in general terms as an aid to understanding details of preferred

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embodiments of the present invention. In the description herein, numerous specific details are provided, such as examples of components and/or methods, to provide a thorough understanding of embodiments of the present invention. Some features and benefits of the present invention are realized in such modes and are not required in every case. One skilled in the relevant art will recognize, however, that an embodiment of the invention can be practiced without one or more of the specific details, or with other apparatus, systems, assemblies, methods, components, materials, parts, and/or the like. In other instances, well-known structures, materials, or operations are not specifically shown or described in detail to avoid obscuring aspects of embodiments of the present invention.

Reference throughout this specification to “one embodiment”, “an embodiment”, or “a specific embodiment” means that a particular feature, structure, or characteristic described in connection with the embodiment is included in at least one embodiment of the present invention and not necessarily in all embodiments. Thus, respective appearances of the phrases “in one embodiment”, “in an embodiment”, or “in a specific embodiment” in various places throughout this specification are not necessarily referring to the same embodiment. Furthermore, the particular features, structures, or characteristics of any specific embodiment of the present invention may be combined in any suitable manner with one or more other embodiments. It is to be understood that other variations and modifications of the embodiments of the present invention described and illustrated herein are possible in light of the teachings herein and are to be considered as part of the spirit and scope of the present invention.

It will also be appreciated that one or more of the elements depicted in the drawings/figures can also be implemented in a more separated or integrated manner, or even removed or rendered as inoperable in certain cases, as is useful in accordance with a particular application.

Additionally, any signal arrows in the drawings/Figures should be considered only as exemplary, and not limiting, unless otherwise specifically noted. Furthermore, the term “or” as used herein is generally intended to mean “and/or” unless otherwise indicated. Combinations of components or steps will also be considered as being noted, where terminology is foreseen as rendering the ability to separate or combine is unclear.

As used in the description herein and throughout the claims that follow, “a”, “an”, and “the” includes plural references unless the context clearly dictates otherwise. Also, as used in the description herein and throughout the claims that follow, the meaning of “in” includes “in” and “on” unless the context clearly dictates otherwise.

The foregoing description of illustrated embodiments of the present invention, including what is described in the Abstract, is not intended to be exhaustive or to limit the invention to the precise forms disclosed herein. While specific embodiments of, and examples for, the invention are described herein for illustrative purposes only, various equivalent modifications are possible within the spirit and scope of the present invention, as those skilled in the relevant art will recognize and appreciate. As indicated, these modifications may be made to the present invention in light of the foregoing description of illustrated embodiments of the present invention and are to be included within the spirit and scope of the present invention.

Thus, while the present invention has been described herein with reference to particular embodiments thereof, a latitude of modification, various changes and substitutions

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are intended in the foregoing disclosures, and it will be appreciated that in some instances some features of embodiments of the invention will be employed without a corresponding use of other features without departing from the scope and spirit of the invention as set forth. Therefore, many modifications may be made to adapt a particular situation or material to the essential scope and spirit of the present invention. It is intended that the invention not be limited to the particular terms used in following claims and/or to the particular embodiment disclosed as the best mode contemplated for carrying out this invention, but that the invention will include any and all embodiments and equivalents falling within the scope of the appended claims. Thus, the scope of the invention is to be determined solely by the appended claims.

What is claimed as new and desired to be protected by Letters Patent of the United States is:

1. A battery service unit for state-of-charge (SOC) maintenance and management of a high-voltage energy storage system (ESS) that includes a battery management system and is configured for installation in an operating environment, the battery service unit separate from the battery management system and comprising:

- a primary connection system interfacing with the ESS;
- a high voltage battery service interface coupled to said primary connection system, said high voltage battery service interface including a discharge port;
- a high voltage discharger unit coupled to said discharge port, said high voltage discharger unit configured to dissipate energy from the ESS transferred through said primary connection system; and
- a controller, coupled to said high voltage battery service interface, selectively dissipating energy from the ESS using said high voltage discharger unit to automatically set an SOC level for the ESS to a predetermined SOC level when said SOC level for the ESS exceeds said predetermined SOC level;

wherein the ESS is NOT installed in the operating environment, wherein the ESS includes an interlock inhibiting an energy transfer with respect to the ESS unless said interlock detects an operating environment signature, and wherein said primary connection system includes a control interface in communication with said interlock, further comprising:

- an operating environment simulator coupled to said interlock using said control interface, said operating environment simulator providing said operating environment signature to said interlock and enabling said energy transfer with respect to the ESS.

2. The battery service unit of claim 1 wherein said high voltage battery service interface further includes a charge port, further comprising:

- a high voltage charger unit coupled to said charge port wherein said controller selectively adds energy to the ESS using said high voltage charger unit to automatically set said SOC level for the ESS to said predetermined SOC level when said SOC level for the ESS is below said predetermined SOC level.

3. The battery service unit of claim 1 wherein the operating environment includes an electric vehicle having an electric propulsion motor and wherein the ESS includes a propulsion battery pack including a plurality of series-connected battery elements disposed in an enclosure.

4. The battery service unit of claim 3 wherein said propulsion battery pack includes the battery management system coupled to said plurality of series-connected battery elements and wherein said propulsion battery pack includes

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a plurality of energy dissipative elements and said battery management system includes a power conserving modality limiting a power dissipation of said plurality of energy dissipative elements and wherein said controller issues an override signal to said battery management system using said control interface, said override signal interrupting said power conserving modality to increase said power dissipation and self-discharge energy from the ESS to automatically set said SOC level for the ESS to said predetermined SOC level without said controller dissipating energy from the ESS using said high voltage discharger unit.

5. A battery service unit for state-of-charge (SOC) maintenance and management of a high-voltage energy storage system (ESS) that includes a battery management system and is configured for installation in an operating environment, the battery service unit separate from the battery management system and comprising:

- a primary connection system interfacing with the ESS;
- a high voltage battery service interface coupled to said primary connection system, said high voltage battery service interface including a discharge port;
- a high voltage discharger unit coupled to said discharge port, said high voltage discharger unit configured to dissipate energy from the ESS transferred through said primary connection system; and
- a controller, coupled to said high voltage battery service interface, selectively dissipating energy from the ESS using said high voltage discharger unit to automatically set an SOC level for the ESS to a predetermined SOC level when said SOC level for the ESS exceeds said predetermined SOC level;

wherein the operating environment includes a compromised operating environment, wherein the ESS is installed in said compromised operating environment, wherein said ESS includes an interlock inhibiting an energy transfer with respect to the ESS unless said interlock detects an operating environment signature, wherein said compromised operating environment does not provide said operating environment signature, and wherein said primary connection system includes a control interface in communication with said interlock, further comprising:

- an operating environment simulator coupled to said interlock using said control interface, said operating environment simulator providing said operating environment signature to said interlock and enabling said energy transfer with respect to the ESS.

6. The battery service unit of claim 5 wherein the operating environment includes an electric vehicle having an electric propulsion motor and wherein the ESS includes a propulsion battery pack including a plurality of series-connected battery elements disposed in an enclosure.

7. The battery service unit of claim 6 wherein said propulsion battery pack includes the battery management system coupled to said plurality of series-connected battery elements and wherein said propulsion battery pack includes a plurality of energy dissipative elements and said battery management system includes a power conserving modality limiting a power dissipation of said plurality of energy dissipative elements and wherein said controller issues an override signal to said battery management system using said control interface, said override signal interrupting said power conserving modality to increase said power dissipation and self-discharge energy from the ESS to automatically set said SOC level for the ESS to said predetermined SOC level without said controller dissipating energy from the ESS using said high voltage discharger unit.

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8. The battery service unit of claim 6 further comprising: a secondary connection system interfacing with the ESS; wherein said high voltage discharger unit is coupled to said secondary connection system; and

wherein said controller selectively dissipates energy from the ESS through said secondary connection system directly using said high voltage discharger unit to automatically set an SOC level for the ESS to a predetermined SOC level when said SOC level for the ESS exceeds said predetermined SOC level without transferring energy from the ESS to said high voltage discharger unit through said primary connection system.

9. A method for state-of-charge (SOC) maintenance and management of a high-voltage energy storage system (ESS) that includes a battery management system and is configured for installation in an operating environment, comprising:

a) selecting a desired SOC level for the ESS;

b) transferring energy between the ESS and an external high voltage service unit through a primary connection system of the operating environment, the external high voltage service unit separate from the battery management system; and

c) dissipating selectively said energy transferred between the ESS and said external high voltage service unit through said primary connection system using said external high voltage service unit to automatically set an SOC level for the ESS to said desired SOC level when said SOC level for the ESS exceeds said desired SOC level;

wherein the ESS is NOT installed in the operating environment, wherein the ESS includes an interlock inhibiting an energy transfer with respect to the ESS unless said interlock detects an operating environment signature, and wherein said primary connection system includes a control interface in communication with said interlock, further comprising:

d) providing said operating environment signature to said interlock from said external high voltage service unit to enable said transferring of energy between the ESS and an external high voltage service unit.

10. The method of claim 9 further comprising:

e) charging selectively the ESS through said primary connection system using said external high voltage

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service unit to automatically set an SOC level for the ESS to said desired SOC level when said SOC level for the ESS is less than said desired SOC level.

11. A method for state-of-charge (SOC) maintenance and management of a high-voltage energy storage system (ESS) that includes a propulsion battery pack including a plurality of series-connected battery elements disposed in an enclosure, a battery management system and is installed in an operating environment, comprising:

a) selecting a desired SOC level for the ESS;

b) testing the operating environment for a non-compromised operation using an external service unit coupled to the operating environment using a primary connection system, the external service unit separate from the battery management system, said primary connection system including a control interface; and

c) dissipating selectively, responsive to a discharge command provided from said external service unit, energy stored in the ESS using the operating environment to automatically set an SOC level for the ESS to said desired SOC level when said SOC level for the ESS exceeds said desired SOC level and when the operating environment includes said non-compromised operation;

wherein said propulsion battery pack includes the battery management system coupled to said plurality of series-connected battery elements and wherein said propulsion battery pack includes a plurality of energy dissipative elements and said battery management system includes a power conserving modality limiting a power dissipation of said plurality of energy dissipative elements, further comprising:

d) asserting an override signal to said battery management system using said control interface, said override signal interrupting said power conserving modality to increase said power dissipation and self-discharge energy from the ESS to automatically set said SOC level for the ESS to said desired SOC level.

12. The method of claim 11 wherein the operating environment includes an electric vehicle having an electric propulsion motor and wherein the ESS includes a propulsion battery pack including a plurality of series-connected battery elements disposed in an enclosure.

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